





## Mails.

NORDDEUTSCHER LLOYD.  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| FOR                                                                 | STEAMERS                          | TO SAIL                     |
|---------------------------------------------------------------------|-----------------------------------|-----------------------------|
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA                              | "PRINZ LUDWIG" Capt. F. v. Benzer | About FRIDAY, 19th Nov.     |
| KODAT and SANDAKAN                                                  | "BORNEO" Capt. F. Sembill         | SUNDAY, 21st Nov., 9 A.M.   |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "KLEIST" Capt. O. Faberke         | WEDNESDAY, 1st Dec., Noon.  |
| MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE     | "PRINZ WALDEMAR" Capt. F. Isoko   | FRIDAY, 3rd Dec., Daylight. |
| YOKOHAMA and KOBE                                                   | "PRINZ SIGISMUND" Capt. D. Leoz   | About SATURDAY, 11th Dec.   |

For further Particulars, apply to

NORDDEUTSCHER LLOYD  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th November, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

| FOR                                       | STEAMERS            | CAPTAINS        | TO SAIL ON           |
|-------------------------------------------|---------------------|-----------------|----------------------|
| SHANGHAI, KOBE, YOKOHAMA...               | TONKIN.....         | Charbonnel..... | 22nd Nov., P.M.      |
| SHANGHAI, KOBE, YOKOHAMA & POLYNESIA..... | Broc.....           |                 | 6th Dec., P.M.       |
| MARSEILLES, VIA PORTS .....               | ARMAND BEHIC .....  | Guidonnet ..... | 23rd Nov., at 1 P.M. |
| MARSEILLES, VIA PORTS .....               | ERNEST SIMONS ..... | Girard.....     | 7th Dec., at 1 P.M.  |

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 11 hours' railway from Marseilles to London.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 21 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 18th November, 1909.

## Intimations.

## NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied, until now, by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.  
P. A. LAPICQUE.

Hongkong, 16th October, 1909.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

| No. 1 DOCK.                     | No. 2 DOCK.                     | No. 3 DOCK.                     |
|---------------------------------|---------------------------------|---------------------------------|
| Docking Length ..... 52 1/2 ft. | Docking Length ..... 37 1/2 ft. | Docking Length ..... 48 1/2 ft. |
| Width of Entrance ... 80 "      | Width of Entrance ... 50 "      | Width of Entrance ... 63 "      |
| Water on Blocks ..... 28 "      | Water on Blocks ... 26 "        | Water on Blocks ..... 21 1/2 "  |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery, are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any other in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 800, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Straits.

A. I. and Wat. 118.

Yokohama, April 18th, 1903.

## JUST LANDED:

The well-known and famous brandy  
"Bisquit Dubouche  
& Co."

Per Bot.

XXX Very Old Fine ..... \$2.50

V.O.C.B. Guaranteed 20 Years

Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,

Hongkong, 30th April, 1906.

## REGRET

You will NEVER if you

VISIT

MOHIDEEN &  
THAHA,in  
D'AGUILAR STREET,

the

NEW JEWELLERS  
AND DEALERS

in

CEYLON PRECIOUS  
STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1900.

## To Let

TO LET.

NO. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

All are in first class condition, suitable for storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON &amp; Co., Ltd.

Hongkong, 9th November, 1909.

TO LET.

GODOWN No. 5A, DUNDALL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st November, 1909.

TO LET.

GODOWN No. 5A, DUNDALL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st November, 1909.

## Consignees.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. Mongolia.  
From Calcutta, ex S.S. Sunda.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th November, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent,  
Hongkong, 11th November, 1909.

"SHIRE" LINE OF STEAMERS,  
LIMITED.NOTICE TO CONSIGNEES.  
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"DENBIGHSHIRE,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th inst., at 6 A.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 10 A.M. on the 19th inst. No Claims will be admitted after Goods have left the godowns, neither will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,  
Agents,  
Hongkong, 13th November, 1909.

"BEN" LINE OF STEAMERS.

FROM LITH, LONDON AND STRAITS.  
S.S. "BENLOMOND,"  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBBS, LIVINGSTON & Co.,  
Agents,  
Hongkong, 15th November, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"SUEVIA,"  
Captain Koro, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 17th November, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th of November, at 9.30 A.M.

All claims must reach us before the 21st of November, 1909, or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 17th November, 1909.

WEATHER-FORCAST AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.  
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.  
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.  
The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.  
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock, Aberdeen.  
Waglan, San Ki Wan.  
Stanley, Sai Kung.  
Cape Collinson, Sha Tau Kok.

Tai Po.  
This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given in Ocean Vessels, on demand, by signal, from the Harbour.

F. G. FRODO, Director.

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL keep your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

John Street, Belle &amp; Row, W.C.

19, Beallock Street.

65, N. King Road.

Hongkong, 4th March 1901.

19







Intimation.  
  
A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.  
AERATED WATER  
MANUFACTURERS.

SPECIALITIES:  
DRY GINGER ALE.  
LIME FRUIT CHAMPAGNE.  
ORANGE CHAMPAGNE.  
STONE GINGER BEER.  
PALATABLE  
AND  
REFRESHING.

Watson's  
FRUIT SYRUPS  
mixed with aerated or plain water  
make excellent refreshing beverages.

Guaranteed to be made from the  
pure juice of sound ripe fruit.

A. S. WATSON & CO.,  
LIMITED.  
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

NOTICE  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 50 cents per quarter.  
Single Copies, Daily, 5 cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph  
HONGKONG, THURSDAY, NOVEMBER 18, 1909

PLANTATION RUBBER AND  
FOREST RUBBER.

There has been always much debate as to whether there is to be such a thing as over-production in plantation rubber, having regard to the tendency of the industrial world to accept a greatly increased rubber supply at what comes gradually within the financial scope of the various industrial activities. Again arises the question as to the relative power of forest rubber and plantation rubber to live against each other in competition in the open market. "A.B." in the *Times of Ceylon*, quotes an authority on Brazilian natural rubber supply, and the remarks of the latter upon this all-important subject will perhaps help some who have felt doubtful on the question to arrive at some conclusion upon this matter.

THE BRAZILIAN RUBBER INDUSTRY.  
Mr. Cheetham, Secretary to the British Legation at Rio, in his report for 1908 contributes a valuable statement on the rubber industry in that country. The rubber trade in the Amazon Valley is, he says, in many respects one of the most remarkable commercial movements in existence. If the value of the product be compared with the trifling expenditure of human energy involved in its collection, the contrast is an extraordinary one. Deprived of her rubber output Brazil would lose one third of her purchasing capacity; yet Mr. Cheetham states Brazil does nothing for her rubber producers and there, in equal disregard of great responsibilities, do little or nothing for their rubber trees. Were the industry of the Amazon Valley established on organized lines of cultivation and scientific development, the number of persons actively employed in rubber production (now officially given as 5,337) would be ONE OF MANY HUNDREDS OF THOUSANDS. This, by the way, is rather an alarming prospect, but Mr. Cheetham goes on to say that the methods of production show no advance, and the cost of production increases. That Para rubber as-to-day exploited can continue successfully to compete when once the East India plantations have attained a large area of development seems highly improbable. After drawing a vivid picture of the unhappy lot of the Amazon rubber extractor Mr. Cheetham goes on to say there is LITTLE LIKELIHOOD OF AMAZON RUBBER BEING EXHAUSTED. The area is vast, the supply of trees so constantly self-renewing, that it is most improbable that, while demands continue and profitable prices are obtained, the supply from this region will fall off. The real danger to Amazon rubber lies in THE COMPETITION OF CULTIVATED RUBBER. If this can shortly be produced on a large scale, and the demand does not keep equal pace, prices must fall. The Amazon forest on the present lines of Brazilian taxation and expenditure can only be worked if the price of rubber remains high. The expenses are so great, the taxes imposed so onerous, that any permanent fall in the price of rubber would mean not alone the cessation of Amazon production, but a very serious financial problem for Brazil.

RUBBER CULTIVATION IN CEYLON, THE MALAY STATES and elsewhere can be profitably carried out at a rate of expenditure that would be wholly insufficient to tap the wild forest trees of the Amazon basin. Considerations such as these, while they should stimulate production in the British Empire, should not be lost sight of, (Mr. Cheetham points out) by those who may be disposed to invest money in the purchase and exploitation of so-called rubber estates on the Amazon. The excessive import and export duties must always be remembered, for they affect every aspect of commercial, industrial, and individual life in Brazil.

LOCAL AND GENERAL.

Mrs. J. H. N. Mody arrived by the *Kamo Maru* to-day.

FIFTEEN Chinese appeared at the Magistracy this morning for gambling. Two of the men were each fined \$50 and the rest \$4.

INSPECTOR Macdonald this morning prosecuted a Chinaman for having in his possession 40 counterfeit Hongkong dollars. The case was remanded.

THIS evening at the Union Church Literary Club, Kennedy Road, Mr. Bellamy Brown will deliver a lecture entitled "Folklore of the Maori". This lecture will be open to the public, and the chair will be taken at 9 p.m., sharp.

At the Hippodrome Circuit now performing at Causeway Bay, in addition to the old favourites of the popular Company there are some wonderfully clever artists who have just arrived from Europe. The Carpio Bros, head to head balancers, are distinctly good and original. Recently, the continental clown, is already quite a favourite with the Hongkong public, also "Dabbenie," the man on the wheel, is good. A visit to the Hippodrome will not be regretted.

THE following is from the *Travis Echo*:—We understand that the proposed railway line from Trang to Bangkok will be begun at once. The country through which the railway will run is said to be one of the richest portions of Siam. Little has hitherto been done in the way of opening up this district, but the Siam Government is now encouraging the development of its agricultural resources, and is also offering concessions to foreign capital on attractive terms. The proposed line will run from Trang on the west coast across to Patung, and Tong Sar, then in a southerly direction to Cham-paw, Bang-pao, Pathuree and Bangkok. If the F. M. S. line is pushed northwards railway connection will in a few years be established between Singapore and Bangkok.

THE TRADE OF KIAO-CHAU IN 1898.

The *Times* Berlin Correspondent writes:—The report of the Director of Customs in Kiaochow states that the total volume of trade for the year 1908 amounted to £1,600,000, being an increase of 10 per cent. as compared with the previous year. Imports slightly declined, so that the increase is entirely represented by exports. These have received a remarkable fillip by the calling at Tsing-tau since April of the P. and O. steamers, which give a direct communication with European ports. The number of ships sailing under the German flag declined from 28 to 25, and those under the British flag from 10 to 9, while the Japanese ships, on the other hand, increased from 58 to 79, and the Chinese from 130 to 200.

THE FLORIDA WATER CASE.

JUDGMENT FOR THE PLAINTIFFS.

The case was resumed this morning before the Acting Chief Justice (Hon. Mr. W. Rees-Davies, K.C.) in which Edward Kemp and others, trading as Messrs. Lanman and Kemp, of New York, are suing the Kwong Sang firm for (1) an injunction to restrain their servants and agents from selling or exposing or advertising for sale, or procuring to be sold, any Florida Water bearing thereon a label (annexed to the claim) or any other label so contrived or expressed as by colourable imitation or otherwise to represent or lead to the belief that the Florida Water sold by defendants is the Florida Water manufactured and sold by the plaintiffs (2) An account. (3) Damages (4) Costs.

Mr. M. W. Slade, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs. Sir Henry Berkeley, K.C., with whom was Mr. Eldon Potter, instructed by Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) was for the defendants.

The following was the jury:—Messrs. D. W. Craddock (foreman), L. Gibbs, G. H. Medhurst, C. W. Lafrenit, D. R. Law, A. Shelton Hooper and A. Mackenzie.

Sir Henry Berkeley continued his address to the jury and in the course of a lengthy dissection of the various points on which the case turned, said that one of the issues was whether the defendants had copied Messrs. Lanman and Kemp's label so as to induce people to buy their (Kwong Sang's) bottles of Florida Water. The most prominent feature of the case, Counsel declared with some emphasis, was that the plaintiffs had not been able to bring forward a single person who was in a position to testify to having been deceived by the labels of the defendants. It was a foregone conclusion that plaintiffs' lawyers had left no stone unturned to incriminate the defendants, and, drifting into a sarcastic vein, Sir Henry stated that an eminent firm of solicitors had asked Hongkong with a tooth-comb (laughter). The case, Sir Henry told the jury, must stand or fall on the assumption whether the labels used by the defendants were calculated to deceive.

Mr. Slade replied, and, after his Lordship had delivered his summing-up, the jury retired to consider their verdict.

Who they returned, the foreman announced that the jury were disagreed, the verdict standing at a majority of four to three in favour of the plaintiffs.

His Lordship asked them to retire again, but after having done so, they returned with the same verdict.

Judgment was accordingly entered for the plaintiffs.

REVENUE FROM OPIUM.

BANGKOK VIEW ON PROPOSED MONOPOLY IN THE STRAITS.

Opium is much the biggest revenue head in Siam's budget—thirteen and a half out of sixty-three millions—but fortunately, says the *Bangkok Times*, this country can regard with some equanimity the plight in which both the Straits and Hongkong are finding themselves from the same source of revenue. The Government of the Straits Settlements is following the example of Siam in bringing the opium monopoly under Government administration, but the colony is ruled from London, and the better the new department does its work, the greater will be the opportunity for censure on the part of the anti-opium agitators in England, and the greater the danger of this source of revenue being taken from the colony. The farms have been got rid of in Siam, with a view to steps being taken ultimately to discourage the use of the drug. But we are not aware that any such steps have been taken so far, since the opium revenue is as important here as in the colonies mentioned. The necessary preliminary of ending the farms has, however, been completed, and when the new department has sufficient experience the question of what can safely be done to prevent the spreading of the habit will deserve serious consideration. Opium does real evil, but the evil will not be lessened by ill-considered reforms, and fortunately this country can take her own time in carrying them out.

EASTERN CADETSHIPS.

CIVIL SERVICE EXAMINATION, 1909.

From the list showing the various services to which the successful candidates in the concurrent open competitive examinations held in August 1909 for (1) the Civil Service of India, (2) Clerkships (Class I.) in the Home Civil Service, and (3) Eastern Cadetships in the Colonial Services, we give the names of those assigned to the Eastern Cadetships, including appointments to Ceylon, the Straits Settlements, the Protected Federated Malay States, and Hongkong:

Hubert Ernest Newham, Dean Close Memorial School, Cheltenham, Oxford (St. John's); Arthur Mitchell Goodman, King Edward VI. School, Bath, Oxford (New); Guy Stanley Woodman, Russell Cambridge (Jesus); James Devane, St. Munchin's Limerick, Royal University of Ireland (Queen's College, Cork); Mark Atchison Young, Eton, Cambridge (King's); Mungo Tennent Archibald, Hamilton Academy, Glasgow, Oxford (Pembroke); William Kenneth Hunter Campbell, Rossall, Oxford (Wadham); Robin Ernest Gordon-Walker, Rugby, Cambridge (King's); Richard Bonin's Osborne, Cheltenham College, Oxford (Wadham); Roger Edward Lindell, Uppingham, Cambridge (King's); Henry Augustus Forster, Dulwich College, Cambridge (Magdalen); Samuel Barnside Boyd McKelvey, Campbell College, Belfast, Trinity College, Dublin; Mr. McKelvey will probably come to Hongkong.

PROGRAMME OF INTERPORT CRICKET WEEK.

Friday, November 19th.

Straits team due to arrive 8 a.m. per *s.s. Palawan*.

Shanghai team due to arrive 5 p.m. per *R. M. S. Empress of India*.

Saturday, November 20th.

Hongkong v. Straits (Tennis Singles and Doubles).

The teams will be entertained by His Excellency the Governor at Government House to dinner at 8.15 p.m.

Monday, November 22nd.

Hongkong v. Shanghai (Cricket 1st day).

Tuesday, November 23rd.

Hongkong v. Shanghai (Cricket 2nd day).

A supper and dance will take place in the Hongkong Club commencing at 10 p.m.

Wednesday, November 24th.

Hongkong v. Straits (Cricket 1st day).

Thursday, November 25th.

Hongkong v. Straits (Cricket 2nd day).

H.E. The Governor has invited the visiting teams to the "King's Birthday" Ball at Government House at 9.30 p.m.

Friday, November 26th.

Shanghai v. Singapore (Cricket 1st day).

Saturday, November 27th.

Shanghai v. Singapore (Cricket 2nd day).

The visiting teams will be entertained to dinner by the Hongkong Cricket Club at the Hongkong Hotel at 7.45 p.m.

Monday, November 29th.

Interport Champions v. The World (Cricket 1st day).

Tuesday, November 30th.

Interport Champions v. The World (Cricket 2nd day).

The St. Andrew's Ball Stewards have kindly invited the visiting teams to the Ball at the City Hall at 9 p.m.

Cricket commences each day at 11 a.m.

Play stops each day at 5 p.m. and each match will be played to a finish.

OPIMUM SMUGGLING.

CHINESE PASSENGER'S INGENUITY.

It would not require a commission to award to Jan Cuy, a local Chiao, the prize pipe for consummate ingenuity in attempting to smuggle opium. But to Chief Derr, of the baggage division, and his able corps of assistants, belongs the distinction of eternal vigilance, and refusal to be duped by heathen stratagem.

These measures yesterday morning by the officials of the baggage division of four kilos of prepared opium, extracted from the gunnysack "travelling bag" of Jan Cuy, says the *Cebuensis American* of 15th inst., constitutes one of the cleverest captures of the contraband drug made since the enactment of the anti-opium law.

Jan Cuy arrived from Amoy on *Taiyang* on November 3. Disembarking from the vessel, he left his bag containing personal effects and a liberal supply of liquid dope, at the baggage office trusting that what he considered the most "original picklock" yet devised together with his seeming tardiness in claiming his property would succeed in landing the swag—Chinese bloomers, canoe-shaped footwear, chopsticks and candlesticks, dope and all. Jan Cuy had heard of the unsuccessful efforts of passing through the customs opium concealed in false bottoms and tubs containing dried fish and the scheme he hit upon to fool the sleuths eclipsed anything heretofore attempted.

Jan Cuy leisurely sauntered into the baggage office yesterday morning, nonchalantly asking for his "travelling bag". The customary examination was proceeded with and at the bottom of the sack were discovered three roughly hewn, flat pieces of wood, of non-descript shape and appearance. One would have guessed them to be placed there as ballast. But the customs officials, with all their senses trained to the discovery of contraband, seemed to take a strange interest in the blocks. It was the weight of one of them which attracted the attention of one of the sleuths, and another, as though perchance bringing it close to his olfactory organ, began to sniff ominously.

The denouement and arrest of the Chiao followed rapidly. The wooden pieces, opened with an axe, were found to contain four tins of prepared opium. The tins, about twelve inches long by six wide, were neatly encased and tightly fitted in their wooden receptacles.

Instead of golden pipe dreams, his ecstasy heightened by the supreme gratification of having foiled a "Melican" custom man, it is to be the rockpile for Jan Cuy. He will be arraigned in court to-day.

JAPAN'S SHIP-BUILDING BUSINESS.

DEPRESSION STILL CONTINUES.

The *Oaks Asahi* notes that the depression in the marine transport business still continues, and individual shipowners are reduced to a difficult plight, though the Nippon Yusen Kaisha and the Osaka Shosen Kaisha are scraping along in one way or another. In these circumstances shipbuilders are complaining that there is no prospect of a revival in their business. The inactive season for shipping has now been entered upon when steamers are withdrawn from Hokkaido and North China waters. In this season great animation usually prevails at all the ship-building yards in the repair of steamers and continues until February or March, but in the present conditions, it is feared, even the ship-building and repairing business will be adversely affected, and that it may be worse than was the case last year. Such yards as the Mitsui Bishi and Kawasaki received orders for no more than one steamer each last month, and these yards are now endeavouring to give employment to their skilled artificers in shore work. The *Oaks Iron Works* has started the construction of a dredger for the South Manchurian Railway Company, a trawler, and two cargo-boats, but this company is also seeking work. Other yards are trying hard to obtain orders for any work in their line, but are in an even less favourable condition than they were at this time last year.

THE STOWAWAY CASE.

SENTENCES MITIGATED.

Before Mr. J. R. Wong at the Magistracy this forenoon, Mr. E. Davidson (of Messrs. Hastings and Hastings) made an application, on behalf of one of the four prisoners who had recently been convicted of being stowaways on board the *s.s. Eastern* with intent to obtain a passage to Australia and sentenced to nine months' imprisonment each.

Mr. Davidson urged that there must either be direct evidence or evidence from which an inference could be drawn. Such was not the case and prisoner at the time of his arrest intended to get away.

Mr. Gedge, for the prosecution, asked His Worship to impose as severe a penalty as possible to serve as a warning to Chinese who may in future try to obtain a passage to Australia.

Mr. Beavis, who appeared for one of the prisoners, stated that he wished to associate himself with the remarks of Mr. Davidson. The Ordinance which provided for the imposition of heavy penalties for ships on which stowaways were found stood by itself and had nothing to do with the nature of the penalty to be imposed on prisoners. The moral certainty was on the side of the prisoners. The men were found in the afternoon and only the bare facts of the case were laid before the Court. There was no evidence of guilt. His Worship sentenced two of the prisoners to seven months' imprisonment and inflicted a fine of \$50 on the fourth prisoner.

MANILA CARNIVAL AND HONGKONG.

CHINESE FRAUD DISCOVERED.

The fame of the Philippine Carnival having spread to many lands, the big show has furnished an opportunity for at least one petty graft which, according to information received in Manila, was worked in Hongkong last year, reports the *Manila Times*.

In a letter to the Carnival Association, Colonel McCoy, Insular Collector of Customs, states that he is in receipt of information from the American Consul at Hongkong to the effect that last year a circular printed in Chinese and purporting to be issued by the Carnival Association, was circulated in that city, in which it is announced that any Chinese person desiring to come to Manila might do so at little trouble and less expense.

The circular sets out that such persons, upon presentation of their photographs and the payment to the American Consul of one peso, would have a yellow certificate issued to them which would entitle them to land in the Philippine Islands.

Colonel McCoy stated that he believed that the Carnival Association had nothing to do with the circular, and made known the information received in order that steps may be taken to prevent any such fraud in the future. It is believed here that the fraud was conceived by some ingenious persons at Hongkong, who might easily have duped the more ignorant of the Chinese of that city into handing over a pass for a worthless certificate, given them by crooks posing as representatives of the American Consul.

THE SEA SERPENT.

SEEN ABOARD THE "ON SANG."

Nothing makes a man smile easier than to inform him that the Sea-serpent has been seen. The narrator is invited to "change his brand" or "did he have 'em' really had this time." If he were informed that a "strange water reptile had been seen, like an octopus, for example, he might be believed, but "Sea-serpents" won't go down. They are too fabulous, too monstrous, too much like the Frankenstein story and the notion is laughed away. There is a sketch of the Sea-serpent in the *Singapore Free Press* office at the present moment drawn by an official of the steamer *On Sang* now in port, so that any incredulous person may satisfy himself that this huge snake, measuring about 200 feet in real life, was not a myth but a reality. To come down to facts: When the Indo-China Co.'s steamer *On Sang* was on her last voyage from Java to Hongkong, being then in Lat. 8 deg. to min. N. and Long. 109 deg. 25 min. E., the officer of the morning watch discerned an immensely long object floating partly above the surface at a distance of some 400 feet from the ship. Shoals of black fish are so common in these parts that the officer at once concluded they were this variety following each other in order with black fins appearing above the water. The movement however was different on further examination and the whole mass, just like the undulating motion of a huge snake about 200 feet in length, left no room for doubt that it was the sea-serpent. At intervals its huge black fins appeared and a sketch was able to be made, though it is a pity no camera was handy at the time. There is also another witness to this strange sight and it is left to our readers to draw deductions from what is solemnly declared to have been seen. After all, the question arises why should not gigantic reptiles, serpents or other living monsters be found in the sea? Have we not in our Museums such colossal extinct creatures as the Megatherium and fearful and wonderful animals that lived before the glacial period. In birds, too, have we not the gigantic Moa of New Zealand whose legs measure seven feet and are as thick as a man's. Then why not the sea-serpent—apart from the too frequent imbibition of alcohol?

The *On Sang* had a fine weather trip, reports Capt. Willey, from Hongkong the only noteworthy event being the suicide of one of the firemen. It seems this individual chose the ash-tray by way of launching himself into eternity. As soon as the alarm was given, life-belts were thrown and a boat lowered in the hope of rescuing the man, but it was all of no avail, as the man sank soon after jumping overboard, though he swam for some distance. The *On Sang* has put out a large cargo of flour since Tuesday and will probably get away this evening or to-morrow morning for Java where she will load sugar for Hongkong.

CANTON DAY BY DAY.

MACAO DELIMITATION QUESTION.

[From Our Own Correspondent.]

Canton, 17th November. The Canton Association for the Protection of Boundary Rights has convened a public meeting to take place on the 19th instant to discuss matters in connection with the question of the Macao delimitation, in spite of the fact that the negotiations between the Chinese and Portuguese Commissioners have been suspended. The people are of opinion to collect all necessary information and the views of the general public regarding this question and to embody them in a joint memorial to be submitted to the Imperial Government with a view to urge it to enter a strong protest against the Portuguese.

BOARD OF ORGANISATION.

The Canton Provincial Assembly held a meeting to-day at which the advisability of abolishing the well known Shiao Lung Department, i.e. Board of Re-organisation, was discussed.

FIRE.

On the evening of the 15th instant a fire occurred in Taung Kwai Fong, inside the city, where one building was destroyed and several others damaged. The building burnt down was owned and occupied by the expectant Magistrate Yiu.

KWANGSI.

The Governor of Kwangsi, H.E. Chang Ming-chi, forwarded a telegraphic dispatch to H.E. Yu in Shu Hsun reporting that, owing to the mischievous and unfounded rumours about the state of unrest in the Kwangsi frontier, H.E. Chang, has started from the provincial city of Kweilin to proceed on a tour of inspection of the Kwangsi frontier of Lungchow and other places to ascertain the exact condition of the people in that district.

BERI-BERI.

SUCCESS IN TREATMENT OF DISEASE IN SINGAPORE.

Dr. W. Gilmore Ellis, who is the Medical Superintendent and Medical Officer to a special hospital for beri-beri which was opened at Singapore in 1907, sends to the *Journal* a gratifying account of the success that has been secured in the treatment of the disease. The Hospital contains 120 beds, and of 738 patients who have passed through Dr. Ellis's hands only 30 have died, and in only 8 of these was beri-beri the cause of death. The healthy site of the hospital which stands on the sea five miles from Singapore, the open air treatment, and the sea-bathing which is followed as a routine, all patients being kept in the sea for half an hour daily and massaged, promote healing, and Dr. Ellis attaches the greatest importance to the prohibition of uncooked rice as an article of diet. His own experience in connection with the Singapore Lunatic Asylum, where there have been a succession of epidemics since 1896, convinced him that the disease was due in some way to the use of uncooked rice, and the use of cured or Bregal rice exclusively, has kept the institution free from Beri-beri for more than a year. Dr. Ellis gives the directions which are followed for the preparation of cured rice in the Beri-Beri Hospital. The rice used is Siam rice. It is soaked in water for 48 hours, the water being changed once. It is then placed in boilers and steamed, not under pressure, until the grains burst, generally a matter of from ten to twelve minutes. It is then run dried, and afterwards goes through the mill, to be husked in the usual way.

CURIOUS LOSS OF MEMORY.

REMARKABLE DISAPPEARANCE OF A P. AND O. OFFICER AT SYDNEY.

A mild sensation has been caused over what may be termed the remarkable case of Mr. J. G. Sims, chief officer of the P. and O. steamer *Palma*, Captain Cockman, one of the big cargo vessels of the P. and O. fleet, writes the Perth correspondent of the *Times of Ceylon* under date November 4. It appears that, when the vessel left Sydney for Melbourne last week, Mr. Sims was missing. On the run round the coast every effort was made to find him. It was thought he might have fallen down a hole into one of the bunkers and being stunned, was unable to cry out for assistance. Capt. Cockman caused the coal in the bunkers to be turned over to a depth of 7 or 8 feet, but without finding the missing officer. Capt. Cockman on reaching Melbourne, on Monday, reported this, but on Tuesday, Mr. P. White, the P. and O. agent at Melbourne, received a message from the company's office at Sydney, stating that Mr. Sims was alive and well, and no anxiety need be felt regarding him. The most remarkable part of the disappearance was still to come. The missing officer was discovered at Paikes last Monday, where, on arrival, he at once went to the house of his sister-in-law. His mind was a total blank regarding his past life. He recollected leaving the steamer, but he could not remember what vessel it was or where he left. He next remembered finding himself at Paramatta, where, seeing the name of *Parker*, he suddenly decided to go there. Mr. Sims is in good health and normal in every respect, with the exception of the inexplicable loss of memory. He has no recollection whatever of the position he occupied on the *Palma*. Mr. Sims will be known to many in Ceylon, having been once officer of the *Moldavia*.

Miss Violet Charlesworth, who created a sensation about a year ago by pretending that she had been drowned after she had incurred heavy debts, has filed her schedule. While being examined in the Bankruptcy Court, on October 12, she alleged that she had great expectations from several gentlemen, including £155,000 from Mr. Alexander MacDonald, who was last heard of in Melbourne. The Official Receiver suggested that the gentleman referred to by Miss Charlesworth were mythical.



## PRESS RATES TO HONGKONG.

## REDUCTION PRECLUDED.

The following letters and comments appear in the *Singapore Free Press*:  
 Electra House,  
 Finsbury Pavement,  
 London, E. C., 15th Oct., 1909.  
 Major W. G. St. Clair,  
 "Singapore Free Press,"  
 Singapore.

Dear Sir,  
 I duly received your telegram of the 8th inst., and beg to enclose for your information copy of a letter to the Chairman of the Cable Rates Committee, Imperial Press Conference, 12th inst.

Yours truly,  
 W. HIBBERDINE.  
 P. S.—I am expecting the concurrence of the Indian Government daily.

(Enclosure.)  
 Copy. Electra House, Finsbury Pavement,  
 London, E. C., 15th October, 1909.

The Hon. Harry Lawson,  
 Chairman, Cable Rates Committee,  
 Imperial Press Conference.

Dear Sir,  
 I am directed to inform you that your letter of the 27th ultimo was laid before the Committee of the various Administrations carrying the telegraph traffic between Great Britain and India and the Far East, and I am instructed to advise you that, subject to the concurrence of the Indian Government in the arrangement, it was agreed to reduce the Press tariff between Great Britain and Penang, Singapore and Labuan.

As regards the application for a reduction of the Press rate between Great Britain and Hongkong, the Committee regret that there are special circumstances applying to Hongkong which will, at present, preclude the reduction of that rate.

I am, however, desirous to inform you that there is an arrangement in operation in Hongkong, whereby the Press in that City receive the major portion of their news at the rate of 4½ p. per word.

Yours truly,  
 W. HIBBERDINE.

To the above it may be added that up to the present the Telegraph Office at Singapore appears to have no information as to any instructions for the reduction coming into effect. Nor is there any information concerning any decision by the Indian Government, which is the carrier of telegrams over its own land lines, between Bombay and Madras, where these are put out the Malacca-Penang Cable. The Cable Company, it is understood, have been in negotiation for some time with the Indian Government for the lease of a Government land line. But this question does not yet seem to have been settled. Another point should be noticed. It is placed by Mr. Hibberdine on the fact that Hongkong gets the major portion of its press news at a low rate, evidently referring to Reuters' despatches. But a point made in the Editor's letter to the Chairman of the Cable Rates Committee, (though not included by Mr. Lawson in his letter to the Cable Board) was that as the Far East may in the future witness important political developments, it was essential that every facility be afforded for the sending of full press information from the Far East to London. It does not really meet the case, when the position is that news goes on a way at a reasonable rate, and at the other way at an almost prohibitive rate. Compression almost always leads to misunderstanding, and misunderstanding may, in times of political tension, have unfortunate results. Mr. Underley Bell, of the *Times* speaking as a member of the Imperial Press Conference deputation to Mr. Asquith on cable rates, gave an interesting instance of this. He said:—

"Perhaps the Government might save by cheap telegraphy. May I tell very briefly one little incident that happened to myself. Before the South African war—which, I believe, cost £200,000,000—I had occasion to send a telegram in cipher to Mr. Rhodes. It was understood. I confirmed it by letter. The reply I received from Mr. Rhodes—I have it still—is this: 'If your letter had arrived two days earlier, what a difference it would have made! Now if the rate had been a penny a word, I could have telegraphed the whole of that letter. I do not say it would have stopped the South African war, but it might have made a very enormous difference.'"

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
 On the 18th at 2.05 p.m.—Barometric changes at the stations around the China Sea are slight.

The typhoon appears to be moving very slowly. It apparently occupies much the same position as yesterday, viz. to the E.N.E. of the Macleod Bank. Rough weather must still be expected over the N. part of the China Sea. The northern depression is moving into the Pacific to the N.E. of Japan, and pressure has increased quickly over N. China. It is highest over the continent to the North of the Yangtze valley.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N. to N.E. winds, strong breezes to a fresh gale, cloudy, squally.  
 2.—Formosa Channel, N.E. winds, strong to a gale.  
 3.—South coast of China between Hongkong and Lamocke, same as No. 1.  
 4.—South coast of China between Hongkong and Hainan, N. winds, strong to a gale.

THE MARRIAGE. Misses Maude, Nellie, Kate, Anne, and Essie Martin were married to John, Dan, Hugh, Jack, and Dick Hill, all by one ceremony at Columbus, Kentucky, recently. Five sisters of the brides acted as bridesmaids and remaining five Hill boys served as best men. The Hills are farmers and the impending harvest provided a honeymoon trip.

## AMBOINA AND BANDA.

The first impressions of Amboin, the capital of Amboina, are very pleasing. Take a deep land-locked sound, not unlike a Norwegian fjord, well clad heights, native villages peeping out from green foliage, prahoes darting everywhere, the white town in the distance, a warship at anchor, and you can picture the place. Here, as at Macassar, the steamer makes fast to the wharf and a walk of a few hundred yards brings you to the main thoroughfare.

Amboin is a mixture of Portuguese and Dutch blood, with, of course, the ubiquitous Chinese doing most of the buying and selling. Cloves are the chief article of export, the trees being of a pinkish hue, which are easily discerned amidst the prevailing green. Walking, unfortunately, is the only means of locomotion at Amboin, but the town being small everything worth seeing is soon accomplished.

A walk round the Esplanade, a delightful spot in the evening, a look in at the market, a study of the quaint old Dutch houses, a visit to the native stores ending up with stengahs or pihits at the Club or Societas Hotel and you can say "I have done Amboin."

I nearly missed the steamer here as clocks ashore were miles behind the ship's time and the captain sent the chief officer in search of me. That gentleman found me discussing the best way to reform the natives with a Dutch parson at the Societas. It is needless to add the discussion was abruptly closed. If you have the time at Amboin you can hire a boat and go to the Sea Gardens, where on a clear day you discern in the ocean depths all kinds of different coloured coral, anemones, rainbow fish and other marine delights.

A boy calm, in fact it may be said a silence that makes you "jumpy" and gives you the "blondie" jump, if I may be permitted such a vulgarism, settles down on Amboin after 7 o'clock in the evening. Streets are deserted, dull oil-lamps suspended across the road at intervals seem to add to the melancholy. Every native is asleep on his doorway, not a breath stirs the tall palms, and there is a sea of glass with a faint swish of a canoe passing. Only persons with clear consciences can stand Amboin.

How do these people live? Nobody seems to do any work, yet all are happy, smiling, lazy and well-fed. Clothing, of course, costs very little, food at Amboin is to be had almost for nothing. The soil is the richest, the sea teems with fish, sago is like sand for abundance so that large families have no anxiety about the butchers' or bakers' bills. To give an instance of economy in an Amboin household. One sago-tree, which can be entirely eaten out in a few days, will supply a family of ten with food for three months! It is any wonder then that the Amboin look upon the man or woman who does hard work as little short of an idiot?

A native of Amboin appears never so happy and pleased as when he has a lawsuit in progress. To appear in Court gives him social status—no matter the pros and cons, he gains distinction and crowd, so to speak, over his less fortunate brethren. He loves argument and even though he plays a losing game he fights on until he has a feather to fly with.

The Amboin, all the same have a martial ambition. The clank of arms and measured tread in a brand new uniform fascinates him, and the Dutch-Indian Army draws abundant recruits from Amboin. The Amboinese in Singapore take mostly to horses, being grooms etc. Beautiful Banda! It is well named, and lies south-east of Amboina about thirteen hours journey. It reminded me of Fuji-san, or Stromboli, the peak of Goecong Api (or fire-mountain) rising to a height of 2,500 feet, emitting now and then little films of smoke. I had no time to climb it, in fact I never saw the force of climbing mountains. Views can be obtained at slight elevations and are equally beautiful.

The geological formation of Banda Neira, on which lies the town of Banda Lontar, and other islands near, are the remains of three concentric crater circles which have merged into each other, or, in other words the tops of parasitic cones coming sheer into fabulous ocean. At Banda then you actually tie up to a mountain-top, the depth of water at the pier being 2,500 fathoms, and out further no bottom at all.

Banda is considered one of the most beautiful spots in this vast Dutch-Indian Archipelago. It is not unlike a little bit of Sydney, only grander. Wherever you look you see a high peak, nutmeg plantations, and that dominating cone Goecong Api, so close that you shiver at the thought of an eruption.

Banda and nutmegs are synonymous terms, this trade at one period being world wide. There used to be "Nutmeg" Princes just as "Rubber" Kings, but they all came down who! Banda is a "had been" place owing to spice competition with Cuba, S. America and other places. For of immense strength are still to be seen at Banda. It was such a precious prize and so immensely wealthy that Spain, Portugal and Holland fought for it for supremacy and Holland won. The Spice Islands in the days of Sir Walter Raleigh were said of, dreamed of, like the Arabian Nights or Monte Cristo's Island.

Walking about the crooked town with its narrow streets and a dear old church, I was impressed by its dullness. I always have an idea of retreating to Cornwall, near the Laerd end, when I am sixty, to live on the top of a wind-swept headland, but I found at Banda that I could rent a marble-palace, one of the deserted residences of a quiting "prince" for 5/6 or say \$1.50 per week, or I could buy the fresh right out for £500! These houses are numerous and the marble halls are not a dream, but a reality as argyles coming to the Spice Islands in the early days for freight brought out the marble as ballast—the best Carrara, blue and rose veined, and there it is at Banda now. Under these conditions, perhaps, I may settle at sixty at Banda.

It is a delight to walk on the old ramparts of the fort, which even now would take some work to demolish by modern artillery, and back to the "good old days" when man

hurled man from the heights, Portuguese, French and Dutch, shot riddled and bleeding fell into that moat. The tricolor of the Netherlands braves more breeze than battle now. The sentries yawn, a lizard darts out in the hot sun, the postculls are hidden in creepers, everything has left off happening and Banda sleeps—just sleeps!

H. M. M. in *Singapore Free Press*.

## COMMERCIAL.

Following are further alterations in Messrs. E. S. Kadoorie & Co.'s share list to-day:—  
 Anglo Malays ..... 14½ sellers  
 Balgawales ..... 7½ sellers  
 Kuala Lumpur ..... 9½ buyers  
 Leubury ..... 43½ buyers  
 Juggis ..... 23½ buyers  
 Ragallas ..... 28 sellers  
 Castelfields ..... 50½ buyers  
 Shellfords ..... 34½ sellers  
 Golcondas ..... 55½ sellers  
 Sugei Choks ..... 18½ prem. sellers  
 Damansaras ..... 80½ buyers  
 Highlands & Lowlands ..... 67½ sellers  
 Kamunings ..... 3½ sellers  
 Saggas ..... 95½ buyers  
 Sandycrofts ..... 775 buyers  
 Sipora Johores ..... 320 sellers

## THE EXECUTION OF SENOR FERRER.

In the course of a leading article on the execution of Señor Ferrer, the *Times* says:—  
 "While admitting that the Spanish Courts of Justice and the Spanish Government have assuredly not acted in this matter without the gravest and most convincing reason, and while fully sharing the detestation of anarchy: principles which have been especially strong in Spain since the dastardly attempt on the lives of the King and Queen at their wedding, we are unable to resist the impression that they have perhaps failed to appreciate fully the depth and extent of the feeling which has been aroused in Europe by the case of Señor Ferrer. We imagine that if they had done so they would have been more careful to conduct the trial in such a manner as to preclude all possibility of that suspicion of a miscarriage of justice which, as we ventured to point out in speaking of this case some time ago, would assuredly be aroused if trial and condemnation took place behind closed doors. The trial has been conducted publicly, but the procedure has unfortunately not been of a nature to carry entire conviction to the minds of those persons who were either convinced of Señor Ferrer's innocence or at least very doubtful of his guilt. Yet this was surely worth doing, and might readily have been done without any loss of dignity or any appearance of being unduly influenced by the clamour of foreigners. Since Señor Ferrer was condemned to death, and since the sentence was confirmed and reconfirmed, it may be assumed that the evidence of his guilt was complete and conclusive. The only grave charges, however, that have been published are that he invited the Mayor of Premia to proclaim a Republic, and that at Masnou he unsuccessfully attempted to excite sympathy with the rebels at Barcelona. These are certainly very serious accusations, but, as our Madrid correspondent points out, they do not amount to proof of the organisation and direction of the riots with which Señor Ferrer was explicitly charged by the Fiscal of the Supreme Court after his investigation at Barcelona, and which would constitute a crime amply warranting the infliction of the death penalty."

"Señor Ferrer's counsel was a military officer appointed a week before the trial. He appears to have done his best for the prisoner, and several of the points made in his speech are highly important. He stated that 'anonymous denunciations had been admitted as evidence; that no facilities had been offered to the defence for rebutting the evidence; that witnesses had been refused a hearing on the ground that the time limit had expired; and that all those who might have thrown light on the prisoner's life, character, and pursuits had been exiled. These arguments relate to the preliminary inquiry. At the actual trial no witnesses were called; speeches were delivered by the Fiscal, by counsel for the defence, and by Señor Ferrer himself. This is the regular procedure in the Spanish military tribunals; but in our opinion it might with advantage, in a case of such gravity, have been so far modified as to allow the European public an opportunity of convincing itself of the strength of the evidence upon which the sentence of death was based. Regret that some such course was not adopted will be general in this country. Our old friendship for Spain and our sympathy for the young King and Queen make us sensitive to anything which may even seem to affect the reputation of Spain. We sincerely trust that the report may prove unfounded which ascribes to the Government the intention of arresting Señor Ferrer's counsel and of punishing him for the real he showed in the defence of his client."

## SHIPPING AND MAILS.

## MAILS DUE.

Canadian (*Empress of India*) 19th inst.  
 Indian (*Lightning*) 20th inst.  
 French (*Tonkin*) 22nd.  
 Indian (*Arratoon Apar*) 22nd inst.  
 Indian (*Namang*) 26th inst.

The Swedish s.s. *Peking* left Shanghai to-day, and may be expected here on 21st inst., a.m.  
 The P. M. S. S. Co.'s s.s. *Korea* sails from Manila on 19th inst., and is due to arrive at this port on 21st inst.  
 The Imperial German Mail s.s. *Luise*, which left here on 21st ult., at 3 p.m., arrived at Genoa yesterday at 3 p.m.  
 The APCO Co.'s s.s. *Arratoon Apar* from Yokohama and Kobe, left Kobe on 17th inst., and may be expected here on 22nd inst.  
 The M. M. Co.'s s.s. *Tonkin* left Saigon on 18th inst., at 6 a.m., and is expected to arrive here on 22nd inst., at daylight, and will leave for Shanghai and Japan on the same afternoon.

## To-day's Advertisements.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, from Havre ex s.s. *Medee* and from Bordeaux ex s.s. *Ville de Celles*, in connection with above steamers are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 25th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th November, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 25th November, at 3 P.M.

No Fire Insurance has been effected.  
 P. DE CHAMPORIN,  
 Agent,  
 Hongkong, 18th November, 1909.

## SIAM'S BUDGET.

IS SATISFACTORY CONSIDERING STATE OF TRADE.

The report of the financial adviser on the budget of the kingdom of Siam for the year 1909-10 has been issued by H. R. H. the minister of finance, says the *Siam Observer*. It reads extremely satisfactorily, considering the state of trade prevailing in other parts of the Far East. The estimated deficit was brought down from five and a half million ticals to one of some ticals 645,000 odd, and this was all owing to the increase on the revenue side of the account. The principal increases were in the opium, land and fishery taxes, customs, forest, railway traffic slaughter and licence fees, etc., etc., and the only headings in which there were only fallings off were the birds' nest farm and the telegraphs. The receipts of both fall short of the original estimate by some tcs. 50,000.

GREAT IMPROVEMENT.  
 As a general thing there was a great improvement in the amounts gathered in. The slight loss in the telegraphs was due to the revision of rates on account of the exchange value of the tical. On the expenditure side the increase was but a small one, it being only a matter of tcs. 214,000 over an estimate of over tcs. 56,500,000, so that it is little wonder that the entire budget is to be considered satisfactory when the general state of trade in the Far East is taken into consideration. Taken as a whole it would seem that the entire revenue of the kingdom of Siam in 1909-10 was tcs. 63,000,000, which must be considered a very fair amount. The revenue estimates for next year are a trifle more than this, by tcs. 4,133,570, but we do not think that anyone will be disposed to complain about them, seeing the enormous profits accruing to the country generally under the existing methods of administration.

EXCHANGE.  
 If a student of finance follows the figures contained in the report right through, he will see that the Government and its advisers in this direction have adopted and adhered to a policy which makes for safety. There is little else to be said about the present budget. Most people in the Far East would seem to have their own views upon the question of exchange, precisely as it suits their own convenience, but it must be conceded by all that the ministry of finance has done all possible that is concomitant with stability and existing circumstances. Siam, having adopted the gold standard, naturally had to put up with certain inconveniences, if not actual losses, at the outset, but it must be remembered that these are but temporary matters and that they will result in eventually placing this country upon the basis we all desire it to be upon.

## Events Coming.

Thursday, 18th November.  
 Hippodrome Circus, Causeway Bay, 9 p.m.  
 Theatre Royal, The Marriage of Kitty, 9 p.m.

Friday, 19th November.  
 Hughes and Hough auction sale, Household furniture, 2.30 p.m.  
 Hippodrome Circus, Causeway Bay, 9 p.m.  
 Theatre Royal, Bandmann Comedy, 9 p.m.

Saturday, 20th November.  
 Interport Cricket, Cricket Ground.  
 Hughes and Hough auction sale, miscellaneous articles and toys, 2.30 p.m.  
 Football Matches.  
 Hippodrome Circus, Causeway Bay, 4 p.m.  
 Theatre Royal, Bandmann Comedy, 9 p.m.  
 Hippodrome Circus, Causeway Bay, 9 p.m.

Monday, 22nd November.  
 Tenders, Granite Quarry Farm, P.W.D., at 12 o'clock (noon).  
 Hippodrome Circus, Causeway Bay, 9 p.m.

Wednesday, 24th November.  
 Hippodrome Circus, Causeway Bay, 4 and 9 p.m.

Thursday, 25th November.  
 King's Birthday Ball, Government House.

Friday, 26th November.  
 Meeting of Justices, Magistracy, 2.15 p.m.  
 Organ Recital, St. Peter's Church, 5.30 p.m.

Saturday, 27th November.  
 Club Germania "At Home," 11 a.m.

Tuesday, 30th November.  
 St. Andrew's Ball, City Hall.

Thursday, 2nd December.  
 Geo. P. Lammet, auction sale Praya Reclamation properties, 3 p.m.

## To-day's Advertisements.

NIPPON YUSEN KAISHA.  
 NOTICE TO CONSIGNEES.  
 FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU,"  
 having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.  
 Hongkong, 18th November, 1909. (458-459)

## PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. Glenne, R.A.M.C., to sell by PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 19th November, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A QUANTITY OF HOUSEHOLD FURNITURE, Comprising:—

DRAWING ROOM SUITE, OVER-MANTELS, BOOKCASES, TEAKWOOD WARDROBES AND DRESSING TABLES with BEVELLED GLASS, SIDEBOARDS with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLES and CHAIRS, Simple and Double BRASS MOUNTED BEDSTEPS, WASH-STANDS, TOILET SETS, GLASS and CROCKERY WARE;

ALSO 2 COTTAGE PIANOS, 2 PIANOLAS, 2 GRAMOPHONES and RECORDS, &c.

Catalogues will be issued.

TERMS:—As usual.  
 HUGHES & HOUGH,  
 Auctioneers,  
 Hongkong, 18th November, 1909. (777)

## POPULARITY THE PRIZE OF PERFECTION.

## THE HIPPODROME CIRCUS AND MENAGERIE.

EVERY EVENING AT 9 P.M.  
 CAUSEWAY BAY.

DIRECT FROM EUROPE.

THE MARVELLOUS CARPIS BROS.

ROCCOCO THE CONTINENTAL AUGUSTE

AND

THE GREAT AND ONLY DALBENIE.

ALL NEW TO HONGKONG.

NEXT MATINEE SATURDAY AT 4 P.M.

Plan at ROBINSON PIANO CO., LTD.

K. BYSACK, Proprietor and Manager.

Carlton Hotel.

Hongkong, 18th November, 1909. (768)

## DO NOT BE LED ASTRAY.

ENGLISH ALE IS THE BEST AND CHEAPEST, MOST REFRESHING, PURE AND NOURISHING.

Burton-on-Trent ALE and STOUT in Patent

Jars of 1, 2, 3 and 5 Gallons.

A GALLON—6 QUART BOTTLES.

\$1.25 per Gallon.

NOTE.—Jars are charged for and costs refunded on return of Jars in good condition.

H. PRICE & CO., LD.,

WINE MERCHANTS.

14, Queen's Road.

Telephone 135.

Hongkong, 18th November, 1909. (769)



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong,                          | From St. John, N.B.                     |
|-----------------------------------------|-----------------------------------------|
| "MONTEAGLE" SUNDAY, NOV. 21ST.          | "EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST. |
| "EMPRESS OF INDIA" SATURDAY, DEC. 4TH.  | "CHARTER" FRIDAY, JAN. 15TH.            |
| "EMPRESS OF JAPAN" SATURDAY, JAN. 16TH. | "EMPRESS OF IRELAND" FRIDAY, FEB. 12TH. |
| "EMPRESS OF CHINA" SATURDAY, JAN. 23TH. |                                         |
| "MONTEAGLE" TUESDAY, FEB. 16TH.         |                                         |
| "EMPRESS OF INDIA" SATURDAY, FEB. 20TH. |                                         |

Empress Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed, 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 64.5/-

Via New York 64.5/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Place).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| For                                       | Steamers                        | G. Tonnage | Leaves                     |
|-------------------------------------------|---------------------------------|------------|----------------------------|
| TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO. | "TACOMA MARU" Capt. H. Yamamoto | 6,178      | FRIDAY, 19th Dec. at Noon. |

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSHU MARU.....5,000 tons gross.....Sail 10th Dec., 1909, at Noon.  
S.S. AMERICA MARU.....5,000 "....." 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transship seat, etc.) shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For                                       | Steamers                        | G. Tonnage | Leaves                     |
|-------------------------------------------|---------------------------------|------------|----------------------------|
| TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO. | "TACOMA MARU" Capt. H. Yamamoto | 6,178      | FRIDAY, 19th Dec. at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| For                               | Steamers                       | G. Tonnage | Leaves                           |
|-----------------------------------|--------------------------------|------------|----------------------------------|
| TAMSUI, SWATOW & AMOY.            | "DAIGI MARU" Capt. H. Murayama | 5,000      | SUNDAY, 21st Dec. at 10 A.M.     |
| HANGHAI, SWATOW, AMOY AND FOCHOW. | "BUJUN MARU" Capt. Y. Fuzono   | 5,000      | THURSDAY, 25th Nov. at Daylight. |

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 18th November, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS                                                                | STEAMERS                                                                            | SAILING DATES, 1909                                                   |
|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID | WAKASA MARU, Capt. N. Nielsen, Tons 6500<br>SADO MARU, Capt. C. C. Hurry, Tons 6500 | WEDNESDAY, 24th Nov. at Daylight.<br>WEDNESDAY, 8th Dec. at Daylight. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA   | SHINANO MARU, Capt. K. Kiwara, Tons 6500<br>AKI MARU, Capt. K. Sato, Tons 7000      | TUESDAY, 7th Nov. at Noon.<br>TUESDAY, 4th Nov. at Noon.              |
| SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE   | NIKKO MARU, Capt. M. Yagi, Tons 6000<br>KUMANO MARU, Capt. M. Wacker, Tons 6000     | FRIDAY, 26th Nov. at Noon.<br>FRIDAY, 26th Dec. at Noon.              |
| SHANGHAI, MOJI AND YOKOHAMA                                                 | TAKASAKI MARU, Capt. A. Mocker, Tons 5000                                           | THURSDAY, 25th November.                                              |
| NAGASAKI, KOBE and YOKOHAMA                                                 | KAMO MARU, Capt. F. L. Sommer, Tons 6000<br>KUMANO MARU, Capt. M. Wacker, Tons 6200 | FRIDAY, 19th Nov. at Noon.<br>WEDNESDAY, 24th Nov. at Noon.           |
| KOBE and YOKOHAMA                                                           | AWAKA MARU, Capt. A. Keith, Tons 6500                                               | SATURDAY, 11th Dec. at Daylight.                                      |
| BOMBAY (via SINGAPORE) (BOMBAY MARU, AND COLOMBO)                           | Cap. W. A. Evans, Tons 5000                                                         | FRIDAY, 19th November.                                                |

Fitted with new System of wireless telegraphy. \* Outgo only. \* Calling at Girdon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE" Captain Owen Jones, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the R.M.S. *Esper*, due in London on 8th January, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th November, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

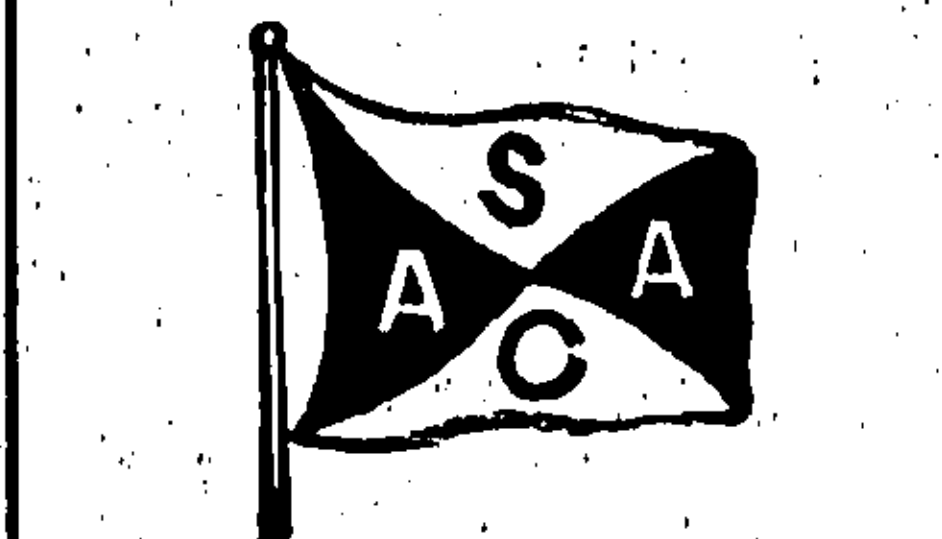
"BRECONSHIRE" Captain Tomlinson, will be despatched as above on 20th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 1st November, 1909.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRAMAYO" ... { On 12th December, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 12th November, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY."

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New 7000 Tons Steel Steamer

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. OWONG.

Leave Hongkong for Canton at 5 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC."

will be despatched for the above Ports on TUESDAY, the 23rd November, 1909.

For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, 16th November, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK:

S.S. "LOWTHER CASTLE" ... On 4th Dec.

FOR NEW YORK:

S.S. SHIMOSA" ..... On 18th Dec.

For Freight and further information, apply to

DOUWELL & CO., LIMITED, Agents.

Hongkong, 13th November, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EMPIRE."

Capital Fitcher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, Etc., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th November, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, P.O., TACOMA & SEATTLE VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer  | Tons  | Captain      | Sailing Date   |
|----------|-------|--------------|----------------|
| Aymeric  | 4,565 | Boyd         | 16th Dec. 1909 |
| Superior | 6,332 | S. Shotton   | 13th Jan. 1910 |
| Oceano   | 4,657 | F. W. Davies | 10th Feb.      |

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DOUWELL & CO., LIMITED, General Agents.

2nd Floor, Buildings.

Hongkong, 23rd October, 1909.

Intimation.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, have reopened their FURNITURE STORE

at

No. 39, DES VOUX ROAD, CANTON.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other the best Establishments in the Colony. In whom reference can be made as to the Superior Workmanship and Materials of the Furniture, Etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

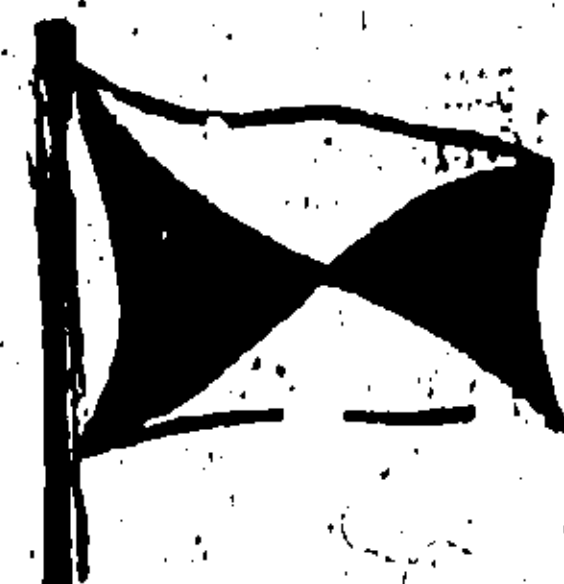
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchairs to our Dining Room and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 15th May, 1909.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 26th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Dates.              |
|-----------|------|--------------|--------|-----------------------------|
| LAFFRO    | 2540 | R. Rodger    | MANILA | SATURDAY, 20th Nov. at Noon |
| KUBI      | 2540 | R. W. Almond | "      | SATURDAY, 27th Nov. at Noon |

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th November, 1909.



## For Sale.

## FOR SALE.

A GOOD SELECTION OF  
XMAS AND NEW YEAR  
CARDS

and other Goods from RAPHAEL TUCK and  
SONS, just received for the Season.  
Packets of 18 XMAS and NEW YEAR  
CARDS, all different designs, for 50 cents  
only.

Private Greeting Stationery.

&amp;c. &amp;c. &amp;c.

Inspection invited.

GRACE &amp; CO.,

27, Des Vaux Road,

Hongkong, 5th November, 1900.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

| Selling.                                 |           |
|------------------------------------------|-----------|
| London-Bank T.T.                         | 118 11/16 |
| Do. demand                               | 8 1/2     |
| Do. 4 months' sight                      | 118 15/16 |
| France-Bank T.T.                         | 217 1/2   |
| America-Bank T.T.                        | 42        |
| Germany-Bank T.T.                        | 176 1/2   |
| India T.T.                               | 12 1/2    |
| Do. demand                               | 12 1/2    |
| Shanghai-Bank T.T.                       | 73 1/2    |
| Singapore-Bank T.T. per H.K. 500         | 73 1/2    |
| Japan-Bank T.T.                          | 84 1/2    |
| Java-Bank T.T.                           | 104 1/2   |
| Buying.                                  |           |
| 4 months' sight L/C.                     | 119 1/2   |
| 5 months' sight L/C.                     | 119 1/2   |
| 30 days' sight San Francisco & New York. | 47 1/2    |
| 4 months' sight do.                      | 44        |
| 30 days' sight Sydney & Melbourne.       | 9 1/2     |
| 4 months' sight France.                  | 222 1/2   |
| 6 months' sight do.                      | 222 1/2   |
| 4 months' sight Germany.                 | 181 1/2   |
| Bar Silver.                              | 23 1/2    |
| Bank of England rate.                    | 5 1/2     |
| Sovereign.                               | 11 1/2    |

## Shipping.

## Arrivals.

|                                                                                                                   |                                                                                                                        |                                                                                             |                                                                                       |                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chip Shing, Br. s.s., 1,199, F. Mooney, 17th Nov., Tientsin 9th Nov., Cheloo and Weihaiwei 12th, Gen.-J. M. & Co. | Ernest Simons, Fr. s.s., 2,899, R. Girard, 18th Nov., Marseilles 10th Oct., and Saigon 14th Nov., Mails and Gen.-M. M. | Meefoo, Chi. s.s., 1,139, J. McArthur, 18th Nov., Canton 17th Nov., Gen.-C. M. S. N. Y. Co. | Kamo Maru, J.p. s.s., 74, F. L. Sommer, 18th Nov., Singapore 12th Nov., Gen.-N. Y. K. | Asiyano, Br. s.s., 1,000, D. Maclean, 18th Nov., Shanghai 5th Nov., Gen.-B. & S. Hutchison, Br. s.s., 1,272, E. Forsyth, 18th Nov., Canton 17th Nov., Gen.-B. & S. |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Clearances at the Harbour Office.

|                     |                     |                     |                     |                     |
|---------------------|---------------------|---------------------|---------------------|---------------------|
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |

## Departures.

|                     |                     |                     |                     |                     |
|---------------------|---------------------|---------------------|---------------------|---------------------|
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |

## Passengers arrived.

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| Per Ernest Simons, for Hongkong from Marseilles-Mr. Tongue, from Port Said-Mr. Habib, from Colombo-23 Chinese. From Singapore-Messrs. Wolf, Lehmann, S. Boyer, Waigore, Mrs. Lisenberg, Mr. Jean, and 172 Chinese. For Shanghai from Marseilles-Mr. and Mrs. Deletole, Mr. Delo, Mr. and Mrs. Guillabert and 4 infants, Mr. Raymond, Gautier, Messrs. Cardel, de Blau and Huri. From Singapore-Messrs. Grumburg and Gatton. From Saigon-Mr. Fishman, Mr. Trypel, Mr. Yellow, Mrs. Vouchuck, Mr. Silver, Mrs. Mont, and 20 French Marines. For Yokohama from Marseilles-Messrs. Garet and Lelievre. | Per Kamo Maru, from Singapore for Hongkong-Mrs. A. Demont, Mrs. J. Mody, Mrs. W. D. Graham, H. S. Phillips, Mrs. Drought and 2 children, Dr. J. M. Atkinson, Mr. and Mrs. A. G. Griffiths, Mr. and Mrs. R. Wolf, Mr. and Mrs. E. A. Ram and 2 children, Messrs. A. G. Somerville, O. S. Williams, J. Holme, Dr. Lin Bono Keng, Mrs. A. Drusfield and child, Misses A. McCucken, G. M. Moss, Mrs. L. Ramsey, Miss E. Boscombe, Messrs. H. Baitson, F. Panerine and H. Emery. For Nagasaki-Mrs. Matsuda. For Kobe-Reverend Mr. O. H. Knight, Mr. and Mrs. Kader and child. For Yokohama-Mrs. Hoyle, Miss E. M. Hoyl, Mrs. A. Graham, Messrs. J. L. Graham, F. A. Graham, Messrs. P. Eto, S. Sullivan, Major M. Ishibashi, Mr. and Mrs. A. F. Pearson and child, Misses S. Kono, S. Takano, Messrs. B. Miyajima, R. Kriss Ayer and C. S. G. Rajan. |
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## Passengers departed.

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| Per Kamo Maru, for London-Messrs. Danoo, Hoshino, K. Ishii, Lady Snaggs, Mr. and Mrs. M. L. Liang and children, Mr. W. S. Dupree, Col. W. N. Mercer, Mrs. H. O. F. Stockle, Mr. K. Kamei, Mr. and Mrs. W. J. Daniel, Mr. and Mrs. J. M. Howell, Misses O. R. Howell, Masters M. J. and H. R. Howell, Mrs. Vol-icelli, Mr. H. H. Watkins, Mr. and Mrs. Wolf, Mrs. Ross, Messrs. C. Iburg, V. Aale, Koreisho, A. Shiga, S. Fukase, K. Mayada, T. Nishigaki, Y. Midzuno, T. Tomonaga, S. Sasaki and H. Ohtani. | Per Kamo Maru, for London-Messrs. Danoo, Hoshino, K. Ishii, Lady Snaggs, Mr. and Mrs. M. L. Liang and children, Mr. W. S. Dupree, Col. W. N. Mercer, Mrs. H. O. F. Stockle, Mr. K. Kamei, Mr. and Mrs. W. J. Daniel, Mr. and Mrs. J. M. Howell, Misses O. R. Howell, Masters M. J. and H. R. Howell, Mrs. Vol-icelli, Mr. H. H. Watkins, Mr. and Mrs. Wolf, Mrs. Ross, Messrs. C. Iburg, V. Aale, Koreisho, A. Shiga, S. Fukase, K. Mayada, T. Nishigaki, Y. Midzuno, T. Tomonaga, S. Sasaki and H. Ohtani. |
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## Shipping.

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| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
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## Passengers arrived.

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Per Ernest Simons, for Hongkong from Marseilles-Mr. Tongue, from Port Said-Mr. Habib, from Colombo-23 Chinese. From Singapore-Messrs. Wolf, Lehmann, S. Boyer, Waigore, Mrs. Lisenberg, Mr. Jean, and 172 Chinese. For Shanghai from Marseilles-Mr. and Mrs. Deletole, Mr. Delo, Mr. and Mrs. Guillabert and 4 infants, Mr. Raymond, Gautier, Messrs. Cardel, de Blau and Huri. From Singapore-Messrs. Grumburg and Gatton. From Saigon-Mr. Fishman, Mr. Trypel, Mr. Yellow, Mrs. Vouchuck, Mr. Silver, Mrs. Mont, and 20 French Marines. For Yokohama from Marseilles-Messrs. Garet and Lelievre. | Per Kamo Maru, from Singapore for Hongkong-Mrs. A. Demont, Mrs. J. Mody, Mrs. W. D. Graham, H. S. Phillips, Mrs. Drought and 2 children, Dr. J. M. Atkinson, Mr. and Mrs. A. G. Griffiths, Mr. and Mrs. R. Wolf, Mr. and Mrs. E. A. Ram and 2 children, Messrs. A. G. Somerville, O. S. Williams, J. Holme, Dr. Lin Bono Keng, Mrs. A. Drusfield and child, Misses A. McCucken, G. M. Moss, Mrs. L. Ramsey, Miss E. Boscombe, Messrs. H. Baitson, F. Panerine and H. Emery. For Nagasaki-Mrs. Matsuda. For Kobe-Reverend Mr. O. H. Knight, Mr. and Mrs. Kader and child. For Yokohama-Mrs. Hoyle, Miss E. M. Hoyl, Mrs. A. Graham, Messrs. J. L. Graham, F. A. Graham, Messrs. P. Eto, S. Sullivan, Major M. Ishibashi, Mr. and Mrs. A. F. Pearson and child, Misses S. Kono, S. Takano, Messrs. B. Miyajima, R. Kriss Ayer and C. S. G. Rajan. |
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## Passengers departed.

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| Per Kamo Maru, for London-Messrs. Danoo, Hoshino, K. Ishii, Lady Snaggs, Mr. and Mrs. M. L. Liang and children, Mr. W. S. Dupree, Col. W. N. Mercer, Mrs. H. O. F. Stockle, Mr. K. Kamei, Mr. and Mrs. W. J. Daniel, Mr. and Mrs. J. M. Howell, Misses O. R. Howell, Masters M. J. and H. R. Howell, Mrs. Vol-icelli, Mr. H. H. Watkins, Mr. and Mrs. Wolf, Mrs. Ross, Messrs. C. Iburg, V. Aale, Koreisho, A. Shiga, S. Fukase, K. Mayada, T. Nishigaki, Y. Midzuno, T. Tomonaga, S. Sasaki and H. Ohtani. | Per Kamo Maru, for London-Messrs. Danoo, Hoshino, K. Ishii, Lady Snaggs, Mr. and Mrs. M. L. Liang and children, Mr. W. S. Dupree, Col. W. N. Mercer, Mrs. H. O. F. Stockle, Mr. K. Kamei, Mr. and Mrs. W. J. Daniel, Mr. and Mrs. J. M. Howell, Misses O. R. Howell, Masters M. J. and H. R. Howell, Mrs. Vol-icelli, Mr. H. H. Watkins, Mr. and Mrs. Wolf, Mrs. Ross, Messrs. C. Iburg, V. Aale, Koreisho, A. Shiga, S. Fukase, K. Mayada, T. Nishigaki, Y. Midzuno, T. Tomonaga, S. Sasaki and H. Ohtani. |
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## Shipping.

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|---------------------|---------------------|---------------------|---------------------|---------------------|
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |
| Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. | Ship, for Shanghai. |

## Vessels in Port.

**STEAMERS.**

Angbin, Ger. s.s., 1,007, C. Kumpel, 15th Nov.,  
—Bangkok 7th Nov., Rice.—B. & S.

Bombay Maru, Jap. s.s., 4,624, W. A. Evans,  
17th Nov.,—Moji 12th Nov., Gen.—N. Y.  
K.

Borneo, Ger. s.s., 1,310, F. Semblil, 15th Nov.,  
—Sandakan 9th Nov., Timber and Gen.—  
M. & Co.

Bourbon, Fr. s.s., 901, Le Bail, 15th Nov.,  
—Saigon 6th Nov., Rice.—An Fal.

Childan, Nor. s.s., 1,102, Andersen, 13th Nov.,  
—Bangkok and Swatow 2nd Nov., Gen.—  
Kin-Tye Long.

Daigi Maru, Jap. s.s., 900, H. Murayama, 7th  
Nov.,—Swatow 6th Nov., Gen.—K. K.

Devawongse, Ger. s.s., 1,057, F. Rehwald, 13th  
Nov.,—Bangkok 3rd Nov., and Swatow  
12th, Rice.—B. & S.

E. F. Ferdinand, Aust. s.s., 3,843, E. Nitsche,  
17th Nov.,—Singapore 10th Nov., Gen.—  
S. W. & Co.

Footing, Br. s.s., 1,413, T. Lishman, 13th  
Nov.,—Samarang 2nd Nov., Sugar.—J.  
M. & Co.

## HONGKONG TIDE TABLE.

| From November 18th to 24th 1900 | High Water.             | Low Water.             |
|---------------------------------|-------------------------|------------------------|
| Hour                            | Mean Time               | Mean Time              |
| Thurs. 18                       | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Fri. 19                         | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Sat. 20                         | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Sun. 21                         | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Mon. 22                         | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Tues. 23                        | No inferior high 12 1/2 | No inferior low 12 1/2 |
| Wed. 24                         | No inferior high 12 1/2 | No inferior low 12 1/2 |

## CHINA COAST METEOROLOGICAL REGISTER.

|                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------|
| Kanchow, Br. s.s., Monkmak, 6th Nov.,<br>—Canton 15th Nov, Gen.—B. & S.                                                              |
| Kowloon, Ger. s.s. (487), A. Enigk, 11th Nov.,<br>—Pulo Laut (1484) st Nov, Sugar.—B. &<br>Co.                                       |
| Kwong, Eng, Dutch s.s., 673, R. Hartel, 15th<br>Nov.—Bangkok 7th Nov, Rice.—M. &<br>Co.                                              |
| Liachow, Br. s.s., 1715, Harder, 17th Nov.,<br>—Canton 16th Nov, Gen.—B. & S.                                                        |
| Mausang, Br. s.s., 1016, G. S. Weigall, 11th<br>Nov.—Sandakan 3rd Nov, Timber and<br>Gen.—J. M. & Co.                                |
| Monteagle, Br. s.s., 3953, S. Robinson, 17th<br>Nov.—Vancouver 22d Oct., and Shang-<br>hai 14th Nov., Mails and Gen.—C. P. R.<br>Co. |
| Phuempenh, Br. s.s., 1065, J. H. Scott, 4th<br>Nov.—Saigon 31st Oct., Rice and Gen.—<br>Wo Fat Sing.                                 |
| Pongtong, Br. s.s., 998, H. Oldsen, 12th Nov.,<br>—Bangkok 2nd Nov, Rice.—B. & S.                                                    |
| Prinz, Waldeimar, Ger. s.s., 1737, F. Iscke,<br>11th Nov.—Sydney 21st Oct., Gen.—M. &<br>Co.                                         |
| Prometheus, Syd s.s., 1065, H. Lensen, 11th                                                                                          |



## SHARE QUOTATIONS

Supplied by Messrs. R. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| ST. CKS.                                                                       | NO. OF<br>SHARES | VALUE.   | PAID UP  | POSITION AS PER LAST REPORT                                     | LAST DIVIDEND.         | APPROXIMATE<br>RETURN<br>PERCENT<br>QUOTATION<br>BASED ON LAST<br>YEAR'S DIV. | CLOSING<br>QUOTATIONS                |
|--------------------------------------------------------------------------------|------------------|----------|----------|-----------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------|--------------------------------------|
|                                                                                |                  |          |          | RESERVE.                                                        | AT WORKING<br>ACCOUNT. |                                                                               |                                      |
| <b>BANKS.</b>                                                                  |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Hongkong & Shanghai Banking Corporation .....                                  | 120,000          | \$125    | \$125    | { £1,500,000<br>\$15,000,000<br>\$250,000 }                     | \$2,007,810            | { Interim of £1 for account 1909 @ ex 1/9<br>= \$21.72 }                      | { \$99 1/4 sellers<br>London £91.5 } |
| National Bank of China, Limited .....                                          | 99,925           | 7        | 6        | { £4,000<br>\$40,000 }                                          | \$30,551               | \$2 (London 3/6) for 1909 .....                                               | \$65 buyers                          |
| <b>MARINE INSURANCES.</b>                                                      |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Canton Insurance Office, Limited .....                                         | 10,000           | \$250    | \$50     | { \$1,500,000<br>\$15,000,000<br>\$250,000 }                    | none                   | \$10 for 1908 .....                                                           | \$10 1/2 sales                       |
| North China Insurance Company, Limited .....                                   | 10,000           | 4 1/2    | 4 1/2    | { Tls. 150,000<br>Tls. 300,747<br>Tls. 118,277<br>\$1,000,000 } | Tls. 160,511           | Interim of 7/6 for 1908 .....                                                 | Tls. 105 buyers                      |
| Union Insurance Society of Canton, Limited .....                               | 12,400           | \$150    | \$100    | { £100,000<br>\$1,000,000<br>\$100,000 }                        | \$2,464,991            | { Final of \$17 making \$17 for 1907 and<br>Interim of \$30 for 1908 .....    | \$850 sales                          |
| Yangtze Insurance Association, Limited .....                                   | 12,000           | \$100    | \$60     | { \$1,000,000<br>\$10,000,000<br>\$100,000 }                    | \$7,761                | \$12 and bonus \$3 for 1907 .....                                             | \$230 buyers                         |
| <b>FIRE INSURANCES.</b>                                                        |                  |          |          |                                                                 |                        |                                                                               |                                      |
| China Fire Insurance Company, Limited .....                                    | 70,000           | \$100    | \$20     | { \$1,000,000<br>\$10,000,000<br>\$100,000 }                    | \$375,341              | \$6 and bonus \$1 for 1907 .....                                              | \$115 sellers                        |
| Hongkong Fire Insurance Company, Limited .....                                 | 8,000            | \$250    | \$50     | { \$1,500,000<br>\$15,000,000<br>\$250,000 }                    | \$168,711              | \$27 for 1907 .....                                                           | \$375 sellers                        |
| <b>SHIPPING.</b>                                                               |                  |          |          |                                                                 |                        |                                                                               |                                      |
| China and Manila Steamship Company, Limited .....                              | 30,000           | \$25     | \$15     | { \$9,000<br>\$90,000<br>\$9,000 }                              | \$1,091                | \$1 for 1906 .....                                                            | \$8 1/2 sellers                      |
| Douglas Steamship Company, Limited .....                                       | 20,000           | \$50     | \$50     | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | Nil.                   | 24 for year ending 30.6.1908 .....                                            | \$33                                 |
| Hongkong, Canton & Macao Steamboat Co., Ltd. ....                              | 80,000           | \$15     | \$15     | { \$1,200,000<br>\$12,000,000<br>\$1,200,000 }                  | \$21,179               | Interim of \$14 for account 1909 .....                                        | \$30 sa. and b.                      |
| Indo-China Steam Navigation Co., Ltd. (Preferred) ..                           | 60,000           | £5       | £5       | { £10,000<br>£100,000<br>£10,000 }                              | £13,755                | { 6/- for 1907 on Preference shares only @<br>ex 1/9 11/16 = \$3.154 }        | \$60 buyers                          |
| Do. (Deferred) .....                                                           | 60,000           | £5       | £5       | { £10,000<br>£100,000<br>£10,000 }                              | £13,755                | { Final of 2/- for 1908 and interim of 1/- for<br>a/c 1909 .....              | 70/6 buyers                          |
| "Shell" Transport and Trading Company, Limited .....                           | 2,000,000        | £1       | £1       | { £2,000,000<br>£20,000,000<br>£2,000,000 }                     | £68,817                | { \$1.00 for year ending 1.1.1909 .....                                       | \$26 sales                           |
| "Star" Ferry Company, Limited .....                                            | 10,000           | \$10     | \$5      | { \$100,000<br>\$1,000,000<br>\$100,000 }                       | \$2,121                | { \$0.50 for year ending 1.1.1909 .....                                       | \$14 1/2                             |
| <b>REFINERIES.</b>                                                             |                  |          |          |                                                                 |                        |                                                                               |                                      |
| China Sugar Refining Company, Limited .....                                    | 20,000           | \$100    | \$100    | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | Dr. \$4,938            | \$5 for year ending 31.12.08 .....                                            | \$157 buyers                         |
| Luzon Sugar Refining Company, Limited .....                                    | 7,000            | \$1      | \$100    | { \$100,000<br>\$1,000,000<br>\$100,000 }                       | Dr. \$135,89           | \$3 for 1897 .....                                                            | \$20 buyers                          |
| Perak Sugar Cultivation Company, Limited .....                                 | 7,000            | Tls. 5   | Tls. 50  | { Tls. 100,000<br>Tls. 1,000,000<br>Tls. 100,000 }              | Tls. 9,17              | \$3 for 1897 .....                                                            | Tls. 350 sales                       |
| <b>MINING.</b>                                                                 |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Chinese Engineering and Mining Company, Ltd. ....                              | 1,000,000        | £1       | £1       | { £100,000<br>£1,000,000<br>£100,000 }                          | £1,43                  | Final of 1/6 in taking 3/- for 1909 .....                                     | Tls. 19 1/2 sales                    |
| Raub Australian Gold Mining Company, Limited .....                             | 150,000          | 18/10    | £1       | { £18,000<br>£180,000<br>£18,000 }                              | Dr. £2,191             | No. 12 of 1/- = 48 cents .....                                                | \$7 1/2 sellers                      |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                           |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Fenwick (Gao.) & Co., Limited .....                                            | 18,000           | \$25     | \$15     | { \$450,000<br>\$4,500,000<br>\$450,000 }                       | Dr. \$7,411            | \$1.75 for year ending 31.12.06 .....                                         | \$12                                 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. ....                             | 60,000           | \$55     | \$50     | { \$3,300,000<br>\$33,000,000<br>\$3,300,000 }                  | \$30,102               | None .....                                                                    | \$62 1/2 sellers                     |
| Hongkong and Whampoa Dock Company, Ltd. ....                                   | 50,000           | \$5      | \$50     | { \$250,000<br>\$2,500,000<br>\$250,000 }                       | \$88,442               | Interim of \$14 for account 1909 .....                                        | \$53 sellers                         |
| Shanghai Dock and Engineering Co., Ltd. ....                                   | 55,700           | Tls. 100 | Tls. 100 | { Tls. 1,000,000<br>Tls. 10,000,000<br>Tls. 1,000,000 }         | \$345,162              | Final of Tls. 21 for year ending 30.4.09 .....                                | Tls. 76 sellers                      |
| Shanghai and Hongkew Wharf Company, Limited .....                              | 36,000           | Tls. 10  | Tls. 100 | { Tls. 100,000<br>Tls. 1,000,000<br>Tls. 100,000 }              | Tls. 22,818            | Final of Tls. 6 making Tls. 10 for 1908 .....                                 | Tls. 127 1/2 sellers                 |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                          |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Anglo-French Land Investment Co., Ltd. ....                                    | 25,000           | Tls. 1   | Tls. 100 | { Tls. 25,000<br>Tls. 250,000<br>Tls. 25,000 }                  | Tls. 4,134             | Tls. 6 for year ending 29.2.09 .....                                          | Tls. 105 buyers                      |
| Central Stores, Limited .....                                                  | 50,123           | \$15     | \$50     | { \$750,000<br>\$7,500,000<br>\$750,000 }                       | \$24,641               | \$1.20 on old and 60 cents on first new issue                                 | \$17 buyers                          |
| Hongkong Hotel Company, Limited .....                                          | 12,000           | \$5      | \$50     | { \$60,000<br>\$600,000<br>\$60,000 }                           | \$68,977               | Interim of \$2.40 on old and 40 cents on                                      | \$75 sales                           |
| Hongkong Land Investment and Agency Co., Ltd. ....                             | 50,000           | \$1      | \$1      | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | \$19,272               | { new shares for account 1909 .....                                           | \$43 1/2 new b.                      |
| Humphreys Estate & Finance Company, Limited .....                              | 150,000          | \$1      | \$10     | { \$1,500,000<br>\$15,000,000<br>\$1,500,000 }                  | \$26,475               | Interim of \$1 for account 1909 .....                                         | \$103 sellers                        |
| Kowloon Land and Building Company, Limited .....                               | 6,000            | \$50     | \$30     | { \$300,000<br>\$3,000,000<br>\$300,000 }                       | \$5,486                | 60 cents for 1908 .....                                                       | \$9 sellers                          |
| Shanghai Land Investment Company, Limited .....                                | 78,000           | Tls. 50  | Tls. 50  | { Tls. 1,500,000<br>Tls. 15,000,000<br>Tls. 1,500,000 }         | \$378                  | \$1 1/2 for 1908 .....                                                        | \$30 sellers                         |
| West Point Building Company, Limited .....                                     | 12,500           | \$50     | \$50     | { \$625,000<br>\$6,250,000<br>\$625,000 }                       | Tls. 142,404           | Interim of Tls. 3 for account 1909 .....                                      | Tls. 120 sellers                     |
| <b>COTTON MILLS.</b>                                                           |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Ewo Cotton Spinning and Weaving Company, Ltd. ....                             | 15,000           | Tls. 50  | Tls. 5   | { Tls. 150,000<br>Tls. 1,500,000<br>Tls. 150,000 }              | Tls. 8,820             | Tls. 5 for year ended 31.10.08 .....                                          | Tls. 145 sales                       |
| Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd. ....                    | 25,000           | \$10     | \$1      | { \$250,000<br>\$2,500,000<br>\$250,000 }                       | \$9,551                | 50 cents for year ending 31.7.08 .....                                        | \$6 sales                            |
| International Cotton Manufacturing Company, Ltd. ....                          | 10,000           | Tls. 75  | Tls. 75  | { Tls. 175,000<br>Tls. 1,750,000<br>Tls. 175,000 }              | Tls. 8,372             | Tls. 6 for year ending 30.9.06 (8%) .....                                     | Tls. 91                              |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. ....                         | 8,000            | Tls. 100 | Tls. 100 | { Tls. 800,000<br>Tls. 8,000,000<br>Tls. 800,000 }              | Tls. 4,839             | Tls. 4 for 1908 .....                                                         | Tls. 121                             |
| Sey Chee Cotton Spinning Company, Limited .....                                | 2,000            | Tls. 500 | Tls. 50  | { Tls. 125,000<br>Tls. 1,250,000<br>Tls. 125,000 }              | Tls. 15,911            | Tls. 5 for 1908 .....                                                         | Tls. 460                             |
| <b>MISCELLANEOUS.</b>                                                          |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Bell's Asbestos Eastern Agency, Limited .....                                  | 8,604            | 12/6     | 12/6     | { £1,500<br>£15,000<br>£1,500 }                                 | £648                   | 15 % per share for 1908 .....                                                 | \$10                                 |
| China-Borneo Company, Limited .....                                            | 60,000           | \$12     | \$12     | { \$720,000<br>\$7,200,000<br>\$720,000 }                       | Nil.                   | \$1.20 for 1908 .....                                                         | \$12 1/2 sales                       |
| China Light and Power Company, Limited .....                                   | 50,000           | \$10     | \$10     | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | \$61,138               | 50 cents for year ended 28.2.06 .....                                         | \$6 sales                            |
| Do. special shares .....                                                       | 50,000           | \$1      | \$1      | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | \$61,138               | 80 cents for 1908 .....                                                       | \$9 1/2 sales                        |
| China Provident Loan & Mortgage Company, Ltd. ....                             | 125,000          | \$1      | \$1      | { \$1,250,000<br>\$12,500,000<br>\$1,250,000 }                  | \$1,407                | \$1.10 for year ending 31.7.09 .....                                          | \$16 1/2 buyers                      |
| Dairy Farm Company, Limited .....                                              | 40,000           | \$7 1/2  | \$6      | { \$300,000<br>\$3,000,000<br>\$300,000 }                       | \$1,891                | Interim of 35 cents for account 1909 .....                                    | \$7 1/2 sa. and b.                   |
| Green Island Cement Company, Limited .....                                     | 400,000          | \$10     | \$10     | { \$4,000,000<br>\$40,000,000<br>\$4,000,000 }                  | \$3,756                | 8 cents for year ending 31.12.08 .....                                        | \$12                                 |
| H. Price & Company, Limited .....                                              | 12,000           | \$10     | \$10     | { \$120,000<br>\$1,200,000<br>\$120,000 }                       | \$670                  | \$1 and bonus 20 cts. for year ending 29.2.09 .....                           | \$20 1/2 sellers                     |
| Hongkong Electric Company, Limited .....                                       | 60,000           | \$10     | \$1      | { \$600,000<br>\$6,000,000<br>\$600,000 }                       | \$5,195                | Interim of \$2 for account 1909 .....                                         | \$18 1/2 sellers                     |
| Hongkong Ice Company, Limited .....                                            | 5,000            | \$25     | \$25     | { \$125,000<br>\$1,250,000<br>\$125,000 }                       | \$616                  | Interim of \$1 for account 1909 .....                                         | \$23 sales                           |
| Hongkong Rope Manufacturing Company, Ltd. ....                                 | 60,000           | \$10     | \$10     | { \$600,000<br>\$6,000,000<br>\$600,000 }                       | \$8790                 | { Third of quarterly of Tls. 1 1/4 for account<br>1909 .....                  | Tls. 705 sales                       |
| Matschappij tot Mijde, Bosch en Landbouw exploitatie in Luangai, Limited ..... | 25,000           | Gs. 100  | Gs. 100  | { Tls. 547,500<br>Tls. 5,475,000<br>Tls. 547,500 }              | Tls. 316,682           | 80 cents on fully paid shares and 8 cents on                                  | \$13 1/2                             |
| Peak Tramways Company (new) .....                                              | 25,000           | \$10     | \$10     | { \$250,000<br>\$2,500,000<br>\$250,000 }                       | \$1,204                | \$1 paid shares for year ending 30.4.09 .....                                 | \$14 1/2                             |
| Philippine Company, Limited .....                                              | 75,000           | \$0      | \$20     | { \$750,000<br>\$7,500,000<br>\$750,000 }                       | Pa. 18,640             | None .....                                                                    | \$9 1/2 buyers                       |
| Shanghai-Sumatra Tobacco Company, Limited .....                                | 30,000           | Tls. 20  | Tls. 20  | { Tls. 14,810<br>Tls. 148,100<br>Tls. 14,810 }                  | Tls. 5,250             | Final Tls. 5 making Tls. 8 for 1908 .....                                     | Tls. 110 sales                       |
| South China Morning Post, Limited .....                                        | 6,000            | \$25     | \$25     | { \$150,000<br>\$1,500,000<br>\$150,000 }                       | Dr. \$56,602           | None .....                                                                    | \$23 1/2 buyers                      |
| Steam Laundry Company, Limited .....                                           | 20,000           | \$25     | \$5      | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | \$63                   | 40 cents for year ending 31.5.09 .....                                        | \$24                                 |
| Union Waterboat Company, Limited .....                                         | 50,000           | \$10     | \$10     | { \$500,000<br>\$5,000,000<br>\$500,000 }                       | \$172                  | 60 cents for year ending 31.12.08 .....                                       | \$10 sales                           |
| United Asbestos Oriental Agency, Limited .....                                 | 10,000           | \$10     | \$5      | { \$100,000<br>\$1,000,000<br>\$100,000 }                       | \$342                  | 60 cents per ord. share for year ending 31.5.09 .....                         | \$12 1/2 buyers                      |
| Watson (A.S.) & Co., Limited .....                                             | 90,000           | \$10     | \$1      | { \$900,000<br>\$9,000,000<br>\$900,000 }                       | \$2,613                | Final of 30 cents for 1908 .....                                              | \$8 sellers                          |
| William Powell, Limited .....                                                  | 15,000           | \$7      | \$7      | { \$105,000<br>\$1,050,000<br>\$105,000 }                       | \$782                  | Final of 30 cts. making 80 cts. for the<br>year ended 30th June, 1908 .....   | \$3 1/2 sellers                      |
| <b>RUBBERS.</b>                                                                |                  |          |          |                                                                 |                        |                                                                               |                                      |
| Anglo-Malay Rubber Company, Limited (fully paid) ..                            | 1,500,000        | 2/-      | 2/-      | { \$3,000,000<br>\$30,000,000<br>\$3,000,000 }                  | none                   | Interim of 12 1/2 % for account 1909 .....                                    | 14 1/3 buyers                        |
| Balgownie Rubber Estate, Limited .....                                         | 20,000           | \$1      | \$10     | { \$20,000<br>\$200,000<br>\$20,000 }                           | none                   | 20 % interim for 1909 .....                                                   | \$67 buyers                          |
| Castlefield Rubber Estate, Limited .....                                       | 37,650           | £1       | £1       | { £37,650<br>£376,500<br>£37,650 }                              | \$7,409                | 20 % for 1909 .....                                                           | \$16                                 |
| Damsara (Selangor) Rubber Co. ....                                             | 11,000           | £1       | £1       | { £11,000<br>£110,000<br>£11,000 }                              | none                   | None .....                                                                    | \$16 1/2 buyers                      |
| Golconda Malay Rubber Co. ....                                                 | 8,000            | £1       | £1       | { £8,000<br>£80,000<br>£8,000 }                                 | none                   | None .....                                                                    | \$7 1/2                              |
| Highland & Lowland Para. Rubber Co. (fully paid) ..                            | 181,454          | £1       | £1       | { £181,454<br>£1,814,540<br>£181,454 }                          | none                   | None .....                                                                    | \$6 1/2                              |
| Do. (contributory) .....                                                       | 123,541          | £1       | £1       | { £123,541<br>£1,235,410<br>£123,541 }                          | £8,784                 | 7 1/2 % interim for 1909 .....                                                | nominal                              |
| Kamuning (Perak) Rubber Tin & Co. ....                                         | 910,703          | £1       | £1       | { £910,703<br>£9,107,030<br>£910,703 }                          | none                   | None .....                                                                    | 4/9                                  |
| Do. A Shares .....                                                             | 105,000          | £1       | £1       | { £105,000<br>£1,050,000<br>£105,000 }                          | none                   | None .....                                                                    | nominal                              |
| Do. B Shares .....                                                             | 185,000          | £1       | £1       | { £185,000<br>£1,850,000<br>£185,000 }                          | none                   | None .....                                                                    | nominal                              |
| Kuala Lumpur Rubber Co., Limited .....                                         | 185,000          | £1       | £1       | { £185,000<br>£1,850,000<br>£185,000 }                          | none                   | None .....                                                                    | nominal                              |
| Linggi Plantations, Limited (ordinary) .....                                   | 900,000          | 2/-      | 2/-      | { \$1,800,000<br>\$18,000,000<br>\$1,800,000 }                  | 1,810                  | 3 % for year ending 31.6.08 .....                                             | \$23 1/2 sales                       |
| Do. (7% pref.) .....                                                           | 10,000           | 2/-      | 2/-      | { \$20,000<br>\$200,000<br>\$20,000 }                           | none                   | Interim of 40 % = 9d. for account 1909 .....                                  | \$18 nominal                         |
| Regalia Rubber Company, Limited (ordinary) .....                               | 22,500           | £1       | £1       | { £22,500<br>£225,000<br>£22,500 }                              | £4,000                 | 7 % for year 1908 .....                                                       | \$18 sellers                         |
| Do. (5% pref.) .....                                                           | 2,500            | \$10     | \$10     | { \$25,000<br>\$250,000<br>\$25,000 }                           | none                   | 15 % for year ending 31.12.08 .....                                           | nominal                              |
| Leadbury Rubber Estates, Limited .....                                         | 6,000            | \$0      | \$0      | { \$60,000<br>\$600,000<br>\$60,000 }                           | \$6,722                | None .....                                                                    | \$46 1/2 buyers                      |
| Do. (contributory) .....                                                       | 4,000            | £1       | £1       | { £4,000<br>£40,000<br>£4,000 }                                 | none                   | None .....                                                                    | \$27 1/2                             |
| Sagga Rubber Company, Limited .....                                            | 20,000           | £1       | £1       | { £20,000<br>£200,000<br>£20,000 }                              | none                   | Interim of 30 % for 1909 .....                                                | \$50 buyers                          |
| Sandycroft Rubber Company .....                                                | 1,000            | £1       | £1       | { £1,000<br>£10,000<br>£1,000 }                                 | none                   | None .....                                                                    | 0/- buyers                           |
| Sekong Rubber Company, Limited .....                                           | 8,000            | \$100    | \$100    | { \$800,000<br>\$8,000,000<br>\$800,000 }                       | \$1,275                | 3 % for 1908 .....                                                            | \$17 1/2 sellers                     |
| Shelford Rubber Estate, Limited .....                                          | 65,000           | £1       | £1       | { £65,000<br>£650,000<br>£65,000 }                              | £836                   | None .....                                                                    | \$125 sellers                        |
| Singapore & Johore Rubber Company, Limited .....                               | 2,500            | £1       | £1       | { £2,500<br>£25,000<br>£2,500 }                                 | none                   | 8 1/2 % interim for 1909 .....                                                | 70 1/2                               |
| Sungei Choh Rubber Estate Company, Limited .....                               | 45,000           | \$100    | \$100    | { \$4,500,000<br>\$45,000,000<br>\$4,500,000 }                  | none                   |                                                                               |                                      |
| Sungei Kapar Rubber Company .....                                              | 110,000          | £1       | £1       | { £110,000<br>£1,100,000<br>£110,000 }                          | £3,448                 |                                                                               |                                      |

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 7, Lee Street Road, in the City of Victoria, Hongkong.

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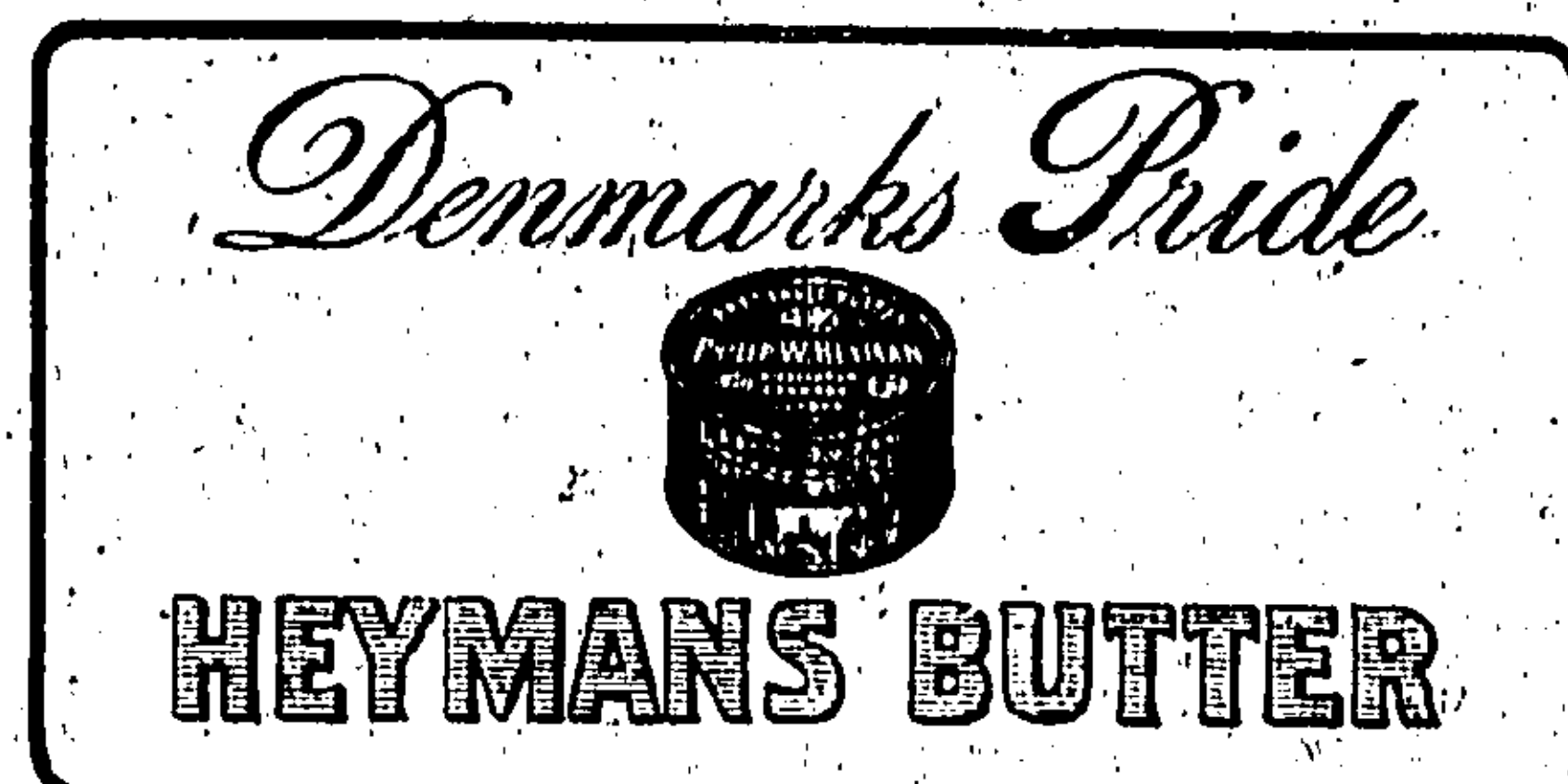
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